# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

# 46

# TIME TABLE

FOR THE

# STOCKTON DIVISION

To Take Effect Sunday, June 15, 1930 at 12:01 A. M.

**PACIFIC STANDARD TIME (120th MERIDIAN)**

**For the government and information of employes only.**

| | | | |
|---|---|---|---|
| F. L. BURCKHALTER,<br>*General Manager.* | R. L. RUBY,<br>*Superintendent of Transportation.* | T. AHERN,<br>*Assistant General Manager.* | G. E. GAYLORD,<br>*Superintendent.* |

# EASTWARD

## Lathrop Subdivision

Time Table No. 46

June 15, 1930

| Capacity of Sidings in Car Lengths | THIRD CLASS | | FIRST CLASS | | | | | | | | | | Distance from San Francisco Via Niles | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 298 | 306 | 80 | 38 | 50 | 56 | 52 | 32 | 36 | 16 | 210 | 58 | | |
| | Local Freight | Local Freight | Stockton | San Francisco Sacramento Passenger | Fresno | Tehachapi | San Joaquin | San Francisco Sacramento Passenger | San Francisco Stockton Passenger | West Coast | Newsboy | Sequoia | | |
| | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
| Term. Yard BKWOTY P | 7.00AM | 2.00AM | 8.05PM | 6.53PM | 6.50PM | 2.45PM | 10.32AM | 10.30AM | 10.20AM | | 4.20AM | 2.45AM | 70.8 | TO-R TRACY<br>3.1 |
| P | | | | f6.59 | 6.56 | 2.51 | 10.38 | f10.36 | f10.26 | | 4.26 | 2.51 | 73.9 | BANTA<br>2.9 |
| 9 Spur | | | | | | | | | | | | | 76.8 | WINSHIP<br>1.9 |
| I P | | | | | | | | | f | | | | 78.7 | SAN JOAQUIN BRIDGE<br>2.8 |
| Eastward 77 Westward 82 Fresno 57 BWY P | 7.30AM | | 8.20 | s7.15 | s 7.08PM | s 3.05PM | s10.50AM | s10.49 | s10.38 | 7.04AM | s4.42 | s 3.03AM | 81.5 | TO-R LATHROP<br>4.6 |
| P | | | | f7.22 | | | | s10.59 | s10.46 | 7.16 | 4.49 | | 86.1 | FRENCH CAMP<br>1.6 |
| I | | | | | | | | | | | | | 87.7 | T. S. Ry. Crossing<br>3.2 |
| I Yard BKWOITY P | | 3.15AM | s8.35 | s7.32<br>7.40 | | | | s11.10<br>11.20 | s10.55AM | s 7.25<br>7.35 | s5.15 | | 90.9 | A. T. & S. F. Crossing<br>S. E. R. R. Crossing<br>TO-R STOCKTON<br>C. C. T. Co. Crossing<br>1.4 |
| I P | | | | | | | | | | | | | 92.3 | STOCKTON TOWER No. 4<br>End of Double Track<br>W. P. Crossing<br>0.4 |
| 63 Spur | | | | | | | | | | | | | 92.7 | EL PINAL<br>0.8 |
| 4 Spur | | | | | | | | | | | | | 93.5 | JARN<br>1.5 |
| W | | | | | | | | | | | | | 95.0 | AKERS<br>1.6 |
| 125 P | | | | f | | | | f11.31 | | | | | 96.6 | CASTLE<br>3.6 |
| 125 P | | | | f | | | | f11.35 | | | | | 100.2 | ARMSTRONG<br>3.1 |
| BKWOY P 125 | | | s9.00PM | s8.08 | | | | s11.45 | | s 8.03 | s5.43 | | 103.3 | C. C. T. Co. Crossing<br>LODI<br>1.8 |
| 42 Spur | | | | f | | | | | | | | | 105.1 | URGON<br>1.1 |
| 125 P | | | | f | | | | s11.51 | | 8.08 | s5.50 | | 106.2 | ACAMPO<br>3.3 |
| 125 P | | | | f | | | | f11.55AM | | | | | 109.5 | FOREST LAKE<br>2.2 |
| BKWOY P 178 | | | | s8.29 | | | | s12.08PM | | 8.15 | s6.05 | | 111.7 | GALT<br>3.8 |
| 125 P | | | | f | | | | f | | | | | 115.5 | NEED<br>2.0 |
| 15 | | | | f | | | | f | | | | | 117.5 | ARNO<br>2.0 |
| 125 P | | | | f | | | | f | | | | | 119.5 | McCONNELL<br>3.4 |
| 133 P | | | | f8.47 | | | | s12.25 | | 8.35 | s6.25 | | 122.9 | ELK GROVE<br>2.8 |
| 125 P | | | | f | | | | | | | | | 125.7 | MEADOWS<br>3.3 |
| 135 WP | | | | f9.00 | | | | s12.36 | | 8.45 | s6.36 | | 129.0 | FLORIN<br>3.0 |
| 17 | | | | | | | | | | | | | 132.0 | POLK<br>1.2 |
| WP | | | | s9.10PM | | | | s12.45PM | | s 8.55AM | s6.45AM | | 133.2 | BRIGHTON |
| | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | 62.4 |
| | (0.30)<br>21.40 | (1.15)<br>16.08 | (0.55)<br>35.45 | (2.17)<br>27.32 | (0.18)<br>35.66 | (0.20)<br>32.10 | (0.18)<br>35.66 | (2.15)<br>27.73 | (0.35)<br>21.93 | (1.51)<br>27.95 | (2.25)<br>25.82 | (0.18)<br>35.66 | | ........Time over District.<br>........Average Speed per hour. |

Block Signals (Tracy to Stockton); Double Track (Tracy to Stockton Tower No. 4); Block Signals (Stockton Tower No. 4 to Brighton); Signal Dispatching System (Stockton Tower No. 4 to Brighton).

**Single track over San Joaquin Bridge; trains will be governed by interlocking signals.**

**Eastward main track between A.T.&S.F.R.R., crossing Stockton, and Stockton Tower No. 4, is not protected by Block Signals.**

**Time shown at Stations in Signal Dispatching System, Brighton to Stockton Tower No. 4, is for information only.**

**ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS**

| Train | At | Receive or Discharge | For Beyond | From (Or Beyond) |
|---|---|---|---|---|
| 16 | Any Station | Receive | Sacramento | |
| 16 | Any Station | Discharge | | Manteca |

Time Table No. 46

June 15, 1930

| STATIONS | Distance from Brighton | 57 Sequoia | 79 Stockton | 31 Sacramento San Francisco Passenger | 49 Fresno | 55 Tehachapi | 37 Sacramento San Francisco Passenger | 15 West Coast | 51 San Joaquin | 35 Stockton San Francisco Passenger | 297 Local Freight | 305 Local Freight |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | FIRST CLASS | | | | | | | | | THIRD CLASS | |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY |
| TO-R TRACY | 62.4 | s 4.40AM | s 7.35AM | s 11.05AM | s 11.10AM | s 3.30PM | s 4.30PM | | s 7.32PM | s 7.35PM | 1.30PM | 11.20PM |
| 3.1 | | | | | | | | | | | | |
| BANTA | 59.3 | 4.32 | 7.29 | f 10.55 | 11.01 | 3.22 | 4.24 | | 7.23 | f 7.26 | | |
| 2.9 | | | | | | | | | | | | |
| WINSHIP | 56.4 | | | | | | | | | | | |
| 1.9 | | | | | | | | | | | | |
| SAN JOAQUIN BRIDGE | 54.5 | | | | | | | | | f | | |
| 2.8 | | | | | | | | | | | | |
| TO-R LATHROP | 51.7 | 4.15AM | 7.18 | s 10.35 | 10.50AM | 3.10PM | f 4.13 | ★ 7.37PM | 7.12PM | 7.15<br>s 7.03 | 1.00PM | 10.45 |
| 4.6 | | | | | | | | | | | | |
| FRENCH CAMP | 47.1 | | | f 10.21 | | | | 7.30 | | s 6.54 | | |
| 1.6 | | | | | | | | | | | | |
| T. S. Ry. Crossing | 45.5 | | | | | | | | | | | |
| 3.2 | | | | | | | | | | | | |
| A. T. & S. F. Crossing<br>S. E. R. R. Crossing<br>TO-R STOCKTON<br>C. C. T. Co. Crossing | 42.3 | | s 7.05 | 10.12<br>s 10.00 | | | 4.00<br>s 3.45 | 7.20<br>s 7.03 | | 6.45PM | | 10.15PM |
| 1.4 | | | | | | | | | | | | |
| STOCKTON TOWER NO. 4<br>End of Double Track<br>W. P. Crossing | 40.9 | | | | | | | | | See Note | | |
| 0.4 | | | | | | | | | | | | |
| EL PINAL | 40.5 | | | | | | | | | | | |
| 0.8 | | | | | | | | | | | | |
| JARN | 39.7 | | | | | | | | | | | |
| 1.5 | | | | | | | | | | | | |
| AKERS | 38.2 | | | | | | | | | | | |
| 1.6 | | | | | | | | | | | | |
| CASTLE | 36.6 | | | f | | | f | | | | | |
| 3.6 | | | | | | | | | | | | |
| ARMSTRONG | 33.0 | | | f | | | f | | | | | |
| 3.1 | | | | | | | | | | | | |
| C. C. T. Co. Crossing<br>LODI | 29.9 | | 6.40AM | s 9.40 | | | s 3.25 | s 6.43 | | | | |
| 1.8 | | | | | | | | | | | | |
| URGON | 28.1 | | | | | | | | | | | |
| 1.1 | | | | | | | | | | | | |
| ACAMPO | 27.0 | | | s 9.27 | | | s 3.13 | 6.33 | | | | |
| 3.3 | | | | | | | | | | | | |
| FOREST LAKE | 23.7 | | | f | | | f | | | | | |
| 2.2 | | | | | | | | | | | | |
| GALT | 21.5 | | | s 9.18 | | | s 3.05 | s 6.23 | | | | |
| 3.8 | | | | | | | | | | | | |
| NEED | 17.7 | | | f 9.06 | | | f | | | | | |
| 2.0 | | | | | | | | | | | | |
| ARNO | 15.7 | | | f | | | f | | | | | |
| 2.0 | | | | | | | | | | | | |
| McCONNELL | 13.7 | | | f 9.00 | | | f | | | | | |
| 3.4 | | | | | | | | | | | | |
| ELK GROVE | 10.3 | | | s 8.55 | | | s 2.45 | s 6.05 | | | | |
| 2.8 | | | | | | | | | | | | |
| MEADOWS | 7.5 | | | f | | | f | | | | | |
| 3.3 | | | | | | | | | | | | |
| FLORIN | 4.2 | | | s 8.45 | | | s 2.34 | f 5.54 | | | | |
| 3.0 | | | | | | | | | | | | |
| POLK | 1.2 | | | | | | | | | | | |
| 1.2 | | | | | | | | | | | | |
| BRIGHTON | 0.0 | | | 8.35AM | | | 2.25PM | 5.45PM | | | | |
| 62.4 | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY |
| Time over District | | (0.25) | (0.55) | (2.30) | (0.20) | (0.20) | (2.05) | (1.52) | (0.20) | (0.50) | (0.30) | (1.05) |
| Average speed per hour | | 25.68 | 35.45 | 24.96 | 32 10 | 32.10 | 29.93 | 27.69 | 32.10 | 24.12 | 21.40 | 18.55 |

Block Signals: Tracy to T. S. Ry. Crossing; Stockton Tower No. 4 to Brighton. Double Track: Tracy to Stockton Tower No. 4. Signal Dispatching System: Stockton Tower No. 4 to Brighton.

Single track over San Joaquin Bridge; trains will be governed by interlocking signals.

Westward main track between Weber Ave., and AT&SFRR crossing Stockton, is not protected by Block Signals.

Disc signal on mast in front of Telegraph office, Stockton, is switch target, governing switch from main track to east middle; normal position white disc and green light; signal will show red disc or red light when lined for siding.

★No. 15-60 will not stop at station at Lathrop but will pull directly around east leg of wye to the Merced Subdivision.

At Stockton No. 35 may occupy main track ten minutes before scheduled leaving time as shown above, but Rule 99 must be complied with.

Time shown at Stations in Signal Dispatching System, Brighton to Stockton Tower No. 4, is for information only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (Or Beyond) | From (Or Beyond) |
|---|---|---|---|---|
| 15 | Any Station | Receive | Manteca | |

# EASTWARD

## Merced Subdivision.

Time Table No. 46
June 15, 1930

| Capacity of sidings in car lengths. | THIRD CLASS 300 Local Freight | THIRD CLASS 298 Local Freight | THIRD CLASS 252 Fresno Freight | SECOND CLASS 168 Madera Freight | FIRST CLASS 60 West Coast | FIRST CLASS 50 Fresno | FIRST CLASS 56 Tehachapi | FIRST CLASS 52 San Joaquin | FIRST CLASS 58 Sequoia | Distance from San Francisco Via Antioch | | STATIONS | Miles to next station |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | Leave Daily | Leave Tuesday, Thurs., Sat. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| Eastward 77 Fresno 57 BWYP | | 7.40AM | 3.06AM | | 7.37PM | 7.13PM | 3.10PM | 11.00AM | 3.06AM | 92.9 | TO-R | LATHROP | 0.9 |
| I | | | | | | | | | | 93.8 | | W. P. Crossing | 3.0 |
| 80 P | | 8.10 | 3.55 | | 7.49 | s 7.22 | s 3.19 | 11.06 | 3.13 | 96.8 | TO | MANTECA | 2.6 |
| 115 P | | 8.16 | 4.05 | | 7.52 | 7.26 | 3.23 | 11.09 | 3.16 | 99.4 | | CALLA | 1.2 |
| 26 P | | | | | | | | | | 100.6 | | WESTON | 2.7 |
| 79 P | | 8.50 | 4.20 | | 7.57 | f 7.32 | s 3.29 | 11.13 | 3.20 | 103.3 | TO | RIPON | 3.1 |
| 85 P | | 9.15 | 4.40 | | 8.02 | f 7.37 | s 3.35 | 11.17 | 3.27 | 106.4 | TO | SALIDA | 1.7 |
| 20 | | | | | | | | | | 108.1 | | COVELL | 5.0 |
| No. 1, 106 No. 2, 100 No. 3, 100 BKWP | | 10.17 | 5.00 | | s 8.16 | s 7.50 | s 3.50 | s 11.33 | s 3.48 | 113.1 | TO-R | MODESTO | 1.6 |
| I | | | | | | | | | | 114.7 | | T. S. Ry. Crossing | 2.7 |
| 77 P | | 10.54 | 5.20 | | 8.23 | f 7.57 | s 3.59 | 11.40 | 3.55 | 117.4 | TO | CERES | 3.4 |
| 74 P | | 11.15 | 5.30 | | 8.27 | f 8.02 | f 4.04 | 11.44 | 3.59 | 120.8 | TO | KEYES | 5.4 |
| 83 P | | 11.53AM | 5.59 | | s 8.35 | s 8.10 | s 4.18 | s 11.53AM | s 4.11 | 126.2 | TO-R | TURLOCK | 3.1 |
| 4 Spur | | | | | | | | | | 129.3 | | ALCANT | 2.6 |
| 99 P | | 12.20PM | 6.14 | | 8.43 | f 8.17 | f 4.26 | 12.01PM | 4.18 | 131.9 | TO | DELHI | 4.5 |
| 84 WP | | 1.39 | 6.29 | | 8.50 | s 8.24 | s 4.34 | 12.07 | 4.24 | 136.4 | TO | LIVINGSTON | 2.5 |
| 30 | | | | | | | f 4.39 | | | 138.9 | | ARENA | 4.3 |
| 73 P | | 2.00 | 6.50 | | 8.58 | s 8.33 | s 4.48 | 12.14 | 4.32 | 143.2 | TO | ATWATER | 1.6 |
| 42 | | | | | | | f | | | 144.8 | | BUHACH | 2.6 |
| 125 P | | 2.15 | 7.00 | | 9.03 | 8.39 | 4.54 | 12.19 | | 147.4 | | FERGUS | 3.1 |
| 70 BKWOTP | 10.30AM | 2.30PM | 7.40 | | s 9.14 | s 8.49 | s 5.14 | s 12.26 | s 4.55 | 150.5 | TO-R | MERCED | 1.4 |
| 24 | | | | | | | | | | 151.9 | | CREEGAN | 4.0 |
| 6 | | | | | | | | | | 155.9 | | CLUSTER | 0.7 |
| 75 P | 11.00 | | 8.15 | | 9.23 | 8.58 | f 5.30 | 12.34 | 5.05 | 156.6 | | LINGARD | 3.9 |
| 79 P | 11.20 | | 8.25 | | 9.28 | 9.03 | f 5.37 | 12.39 | 5.14 | 160.5 | | ATHLONE | 2.8 |
| 9 Spur | | | | | | | | | | 163.3 | | LABRANZA | 2.5 |
| 44 Spur | | | | | | | f | | | 165.8 | | SIERRA VISTA | 1.1 |
| 85 P | 11.53AM | | 9.00 | | 9.36 | 9.11 | f 5.46 | 12.47 | 5.22 | 166.9 | | MINTURN | 1.3 |
| 40 WP | 12.05PM 1.30 | | | | | s 9.14 | s 5.50 | 12.49 | s 5.25 | 168.2 | TO | CHOWCHILLA | 4.8 |
| 80 P | 1.50 | | 9.30 | | 9.44 | f 9.20 | f 5.56 | 12.55 | 5.32 | 173.0 | | FAIRMEAD | 3.5 |
| 76 WOTP | 2.25 | | 9.55 | 2.20PM | 9.48 | f 9.25 | f 6.01 | 12.59 | 5.37 | 176.5 | TO-R | BERENDA | 2.7 |
| 106 P | 2.35 | | 10.08 | 2.27 | 9.51 | f 9.28 | 6.05 | 1.02 | 5.40 | 179.2 | | NOTARB | 4.7 |
| 142 BKP | 3.45 | | 10.35 | 2.35PM | s 9.57 | s 9.35 | s 6.13 | s 1.10 | s 5.53 | 183.9 | TO-R | MADERA | 2.8 |
| 31 | 4.00 | | 10.45 | | | | f | | | 186.7 | | BORDEN | 3.5 |
| 82 P | 4.20 | | 11.00 | | 10.05 | 9.42 | f 6.21 | 1.17 | 6.02 | 190.2 | | IRRIGOSA | 3.3 |
| 12 Spur | | | | | | | f | | | 193.5 | | THARSA | 2.1 |
| 85 WP | 4.46 | | 11.15 | | 10.12 | 9.47 | f 6.28 | 1.24 | f 6.09 | 195.6 | | HERNDON | 3.7 |
| P | | | | | | | f | | | 199.3 | | BIOLA JCT | 2.5 |
| Term. Yard P | 5.20PM | | 11.45AM | | 10.21 | 9.56 | f 6.37 | 1.32 | 6.20 | 201.8 | TO-R | FRESNO YARD | 1.4 |
| I | | | | | | | | | | 203.2 | | F. T. Co. Crossing | 2.3 |
| Term. Yard BKWOTYP | | | | | s 10.35PM | s 10.10PM | s 6.50PM | s 1.45PM | s 6.35AM | 205.5 | TO-R | FRESNO | |
| | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Tuesday, Thurs., Sat. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | (112.6) | | | |
| Time over District | (6.50) | (6.50) | (8.39) | (0.15) | (2.58) | (2.57) | (3.40) | (2.45) | (3.29) | | | | |
| Average speed per hour | 9.17 | 8.43 | 12.42 | 29.60 | 37.95 | 38.17 | 30.71 | 40.94 | 32.95 | | | | |

Block Signals (Lathrop to Merced). Double Track (Fresno Yard to Fresno).

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (Or Beyond) | From (Or Beyond) |
|---|---|---|---|---|
| 52 | Any Station | Discharge | | Sacto & Stockton Direct Rt. |
| 60 | Any Station | Discharge | | Lodi |
| 58 | Berenda | Discharge | Talbot | |

East leg of wye at Lathrop is not protected by block signals.

Time Table No. 46

June 15, 1930

| | STATIONS | Distance from Fresno | 57 Sequoia Arrive Daily | 59 West Coast Arrive Daily | 49 Fresno Arrive Daily | 55 Tehachapi Arrive Daily | 51 San Joaquin Arrive Daily | 165 Berenda Freight Arrive Tuesday, Thurs. & Sat. | 255 Lathrop Freight Arrive Daily | 297 Local Freight Arrive Daily EX. SUNDAY | 299 Local Freight Arrive Daily EX. SUNDAY | 251 Lathrop Freight Arrive Daily |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | FIRST CLASS | | | | | SECOND CLASS | THIRD CLASS | | | |
| TO-R | LATHROP | 112.6 | s 4.05AM | ★ 7.04AM | s 10.45AM | s 3.05PM | s 6.58PM | | 5.30AM | 12.50PM | | 2.00AM |
| | 0.9 | | | | | | | | | | | |
| | W. P. Crossing | 111.7 | | | | | | | | | | |
| | 3.0 | | | | | | | | | | | |
| TO | MANTECA | 108.7 | f 3.55 | 6.56 | 10.39 | s 2.56 | 6.53 | | 5.11 | 12.40 | | 1.46 |
| | 2.6 | | | | | | | | | | | |
| | CALLA | 106.1 | 3.48 | 6.52 | 10.36 | 2.52 | 6.50 | | 5.05 | 12.30 | | 1.41 |
| | 1.2 | | | | | | | | | | | |
| | WESTON | 104.9 | | | | | | | | | | |
| | 2.7 | | | | | | | | | | | |
| TO | RIPON | 102.2 | f 3.40 | 6.46 | 10.31 | s 2.46 | 6.46 | | 4.55 | 12.20PM | | 1.32 |
| | 3.1 | | | | | | | | | | | |
| TO | SALIDA | 99.1 | f 3.27 | 6.41 | 10.27 | s 2.40 | 6.42 | | 4.40 | 11.59AM | | 1.25 |
| | 1.7 | | | | | | | | | | | |
| | COVELL | 97.4 | | | | | | | | | | |
| | 5.0 | | | | | | | | | | | |
| TO | MODESTO | 92.4 | s 3.05 | s 6.29 | s 10.17 | s 2.27 | s 6.33 | | 4.22 | 11.33 | | 1.05 |
| | 1.6 | | | | | | | | | | | |
| | T. S. Ry. Crossing | 90.8 | | | | | | | | | | |
| | 2.7 | | | | | | | | | | | |
| TO | CERES | 88.1 | f 2.47 | 6.13 | 10.05 | s 2.12 | 6.23 | | 4.10 | 10.54 | | 12.22 |
| | 3.4 | | | | | | | | | | | |
| TO | KEYES | 84.7 | f 2.41 | 6.08 | 10.01 | f 2.06 | 6.19 | | 3.59 | 10.01 | | 12.15 |
| | 5.4 | | | | | | | | | | | |
| TO | TURLOCK | 79.3 | s 2.33 | s 5.59 | s 9.54 | s 1.58 | s 6.12 | | 3.40 | 9.30 | | 12.05AM |
| | 3.1 | | | | | | | | | | | |
| | ALCANT | 76.2 | | | | | | | | | | |
| | 2.6 | | | | | | | | | | | |
| TO | DELHI | 73.6 | f 2.23 | 5.48 | 9.46 | s 1.47 | 6.04 | | 3.26 | 7.55 | | 11.55PM |
| | 4.5 | | | | | | | | | | | |
| TO | LIVINGSTON | 69.1 | f 2.16 | 5.42 | 9.40 | s 1.39 | 5.59 | | 3.15 | 7.35 | | 11.45 |
| | 2.5 | | | | | | | | | | | |
| | ARENA | 66.6 | | | | f 1.33 | | | | | | |
| | 4.3 | | | | | | | | | | | |
| TO | ATWATER | 62.3 | f 2.07 | 5.33 | 9.33 | s 1.27 | 5.52 | | 2.55 | 6.50 | | 11.32 |
| | 1.6 | | | | | | | | | | | |
| | BUHACH | 60.7 | | | | | | | | | | |
| | 2.6 | | | | | | | | | | | |
| | FERGUS | 58.1 | 2.00 | 5.28 | 9.28 | 1.20 | | | 2.47 | 6.10 | | 11.22 |
| | 3.1 | | | | | | | | | | | |
| TO-R | MERCED | 55.0 | s 1.55 | s 5.23 | s 9.24 | s 1.15 | s 5.43 | | 2.40 | 6.00AM | 2.45PM | 11.15 |
| | 1.4 | | | | | | | | | | | |
| | CREEGAN | 53.6 | | | | | | | | | | |
| | 4.0 | | | | | | | | | | | |
| | CLUSTER | 49.6 | | | | | | | | | | |
| | 0.7 | | | | | | | | | | | |
| | LINGARD | 48.9 | 1.41 | 5.05 | 9.11 | f 1.03 | 5.30 | | 2.28 | | 2.15 | 10.53 |
| | 3.9 | | | | | | | | | | | |
| | ATHLONE | 45.0 | f 1.36 | 5.00 | 9.07 | f 12.58 | 5.26 | | 2.20 | | 2.00 | 10.45 |
| | 2.8 | | | | | | | | | | | |
| | LABRANZA | 42.2 | | | | | | | | | | |
| | 2.5 | | | | | | | | | | | |
| | SIERRA VISTA | 39.7 | | | | | | | | | | |
| | 1.1 | | | | | | | | | | | |
| | MINTURN | 38.6 | 1.28 | 4.53 | 9.00 | 12.47 | 5.19 | | 2.08 | | 1.15 | 10.30 |
| | 1.3 | | | | | | | | | | | |
| TO | CHOWCHILLA | 37.3 | s 1.26 | | | s 12.42 | | | | | 1.00PM<br>11.50AM | |
| | 4.8 | | | | | | | | | | | |
| | FAIRMEAD | 32.5 | f 1.18 | 4.45 | 8.53 | f 12.35 | | | 1.55 | | 11.35 | 10.15 |
| | 3.5 | | | | | | | | | | | |
| TO-R | BERENDA | 29.0 | f 1.12 | 4.41 | 8.49 | s 12.29 | 5.09 | 10.15AM | 1.45 | | 11.15 | 10.05 |
| | 2.7 | | | | | | | | | | | |
| | NOTARB | 26.3 | 1.08 | 4.37 | 8.46 | 12.23 | 5.06 | 10.08 | 1.30 | | 10.50 | 9.51<br>9.23 |
| | 4.7 | | | | | | | | | | | |
| TO-R | MADERA | 21.6 | s 1.00 | s 4.30 | s 8.40 | s 12.16 | s 5.00 | 10.00AM | 1.20 | | 10.35<br>8.30 | 9.10 |
| | 2.8 | | | | | | | | | | | |
| | BORDEN | 18.8 | f | | | | | | | | 8.10 | |
| | 3.5 | | | | | | | | | | | |
| | IRRIGOSA | 15.3 | f 12.50 | 4.18 | 8.32 | f 12.05PM | 4.52 | | 1.07 | | 8.00 | 8.40 |
| | 3.3 | | | | | | | | | | | |
| | THARSA | 12.0 | | | | | | | | | | |
| | 2.1 | | | | | | | | | | | |
| | HERNDON | 9.9 | f 12.43 | 4.12 | 8.26 | f 11.58AM | 4.46 | | 12.56 | | 7.45 | 8.30 |
| | 3.7 | | | | | | | | | | | |
| | BIOLA JCT. | 6.2 | | | | | | | | | | |
| | 2.5 | | | | | | | | | | | |
| TO-R | FRESNO YARD (Double Track) | 3.7 | f 12.35 | 4.03 | 8.19 | f 11.51 | 4.39 | | 12.45AM | | 7.30AM | 8.20PM |
| | 1.4 | | | | | | | | | | | |
| | F. T. Co. Crossing | 2.3 | | | | | | | | | | |
| | 2.3 | | | | | | | | | | | |
| TO-R | FRESNO | 0.0 | 12.25AM | 3.50AM | 8.10AM | 11.40AM | 4.30PM | | | | | |
| | (112.6) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Tuesday, Thurs. & Sat. | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | Leave Daily |
| | Time over District | | (3.40) | (3.14) | (2.35) | (3.25) | (2.28) | (0.15) | (4.45) | (6.50) | (7.15) | (5.40) |
| | Average speed per hour | | 30.71 | 34.83 | 43.58 | 32.95 | 45.65 | 29.60 | 22.55 | 8.43 | 7.09 | 18.91 |

Block Signals (Lathrop to Fresno)

East leg of wye at Lathrop is not protected by block signals.

★No. 59-16 will not stop at Station at Lathrop, but will pull directly around east leg of wye to the Lathrop Subdivision.

No. 55 stops on flag at Clinton Ave., Fresno, to receive or discharge Company Employees.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (Or Beyond) | From (Or Beyond) |
|---|---|---|---|---|
| 59 | Any Station | Receive | Sacramento | |
| 59 | Any Station | Discharge | | Fresno |
| 49 | Any Station | Receive | Sacramento | |

# EASTWARD — Los Banos Subdivision — WESTWARD

Time Table No. 46
June 15, 1930

| Capacity of sidings in car lengths. | 250 Local Freight (Third Class) | 248 Local Freight (Third Class) | 242 Fresno Mdse. Freight (Second Class) | 26 Owl (First Class) | 40 Tracy-Fresno Passenger (First Class) | Distance from San Francisco via Antioch | STATIONS | Miles to next station | Distance from Fresno | 25 Owl (First Class) | 39 Fresno-Tracy Passenger (First Class) | 245 Tracy Freight (Third Class) | 249 Local Freight (Third Class) | 247 Local Freight (Third Class) | 241 Tracy Freight (Third Class) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive Daily |
| Term. Yard BKWOTYP | | 7.30 AM | 12.10 AM | 8.50 PM | 11.20 AM | 82.2 | TO-R TRACY | 2.7 | 126.2 | s 5.45 AM | s 6.30 PM | 11.15 AM | | 2.20 PM | 2.40 AM |
| 48 I P | | 7.40 | 12.22 | | f 11.27 | 84.9 | W. P. Crossing LYOTH | 3.0 | 123.5 | | f 6.23 | 11.00 | | 2.05 | 2.28 |
| 54 P | | 7.50 | 12.27 | 8.59 | f 11.32 | 87.9 | YARMOUTH | 4.7 | 120.5 | 5.36 | f 6.18 | 10.50 | | 1.55 | 2.20 |
| 55 P | | 8.03 | 12.37 | 9.05 | s 11.39 | 92.6 | VERNALIS | 0.9 | 115.8 | 5.30 | s 6.11 | 10.35 | | 1.20 | 2.09 |
| 13 Spur | | | | | | 93.5 | OHM | 1.4 | 114.9 | | | | | | |
| 24 Spur | | | | | f | 94.9 | SOLYO | 1.5 | 113.5 | | f | | | | |
| 45 P | | 8.13 | 12.44 | 9.10 | f 11.44 | 96.4 | HALLY | 4.0 | 112.0 | | f 6.04 | 10.23 | | 12.45 | 2.00 |
| 100 WP | | 8.40 | 12.51 | 9.15 | s 11.51 AM | 100.4 | WESTLEY | 4.4 | 108.0 | 5.20 | s 5.58 | 10.15 | | 12.30 | 1.50 |
| 13 Spur | | | | | f | 104.8 | VANORMER | 2.6 | 103.6 | | f | | | | |
| 56 P | | **10.00** | 1.04 | 9.23 | s **12.04** PM | 107.4 | TO PATTERSON | 5.8 | 101.0 | 5.12 | s 5.48 | **10.00** | | **12.04** PM | 1.35 |
| 54 P | | **10.40** AM | **1.14** | 9.30 | s 12.14 | 113.2 | TO CROWS LANDING | 2.8 | 95.2 | 5.04 | s 5.33 | 9.43 | | **10.40** AM | **1.14** |
| 13 Spur | | | | | f | 116.0 | STOMAR | 1.3 | 92.4 | | f | | | | |
| 53 P | | | | | f 12.20 | 117.3 | TIMBA | 2.2 | 91.1 | | f | | | | |
| 57 WP | | **12.30** PM | 1.26 | 9.38 | s **12.30** | 119.5 | TO NEWMAN | 4.0 | 88.9 | 4.57 | s 5.20 | 9.30 | | 10.00 / 8.45 | 1.00 |
| 52 P | | 1.25 | 1.32 | 9.43 | s 12.40 | 123.5 | TO GUSTINE | 3.4 | 84.9 | 4.51 | s 5.05 | 9.20 | | 8.35 | 12.44 |
| 42 | | 1.35 | 1.37 | | f 12.45 | 126.9 | LINORA | 2.4 | 81.5 | | f | 9.13 | | 7.35 | 12.38 |
| 73 P | | 1.50 | 1.41 | 9.50 | f 12.48 | 129.3 | INGOMAR | 6.3 | 79.1 | 4.44 | f 4.53 | 9.07 | | 7.20 | 12.32 |
| 57 P | | 2.15 | 1.50 | 9.58 | f 12.56 | 135.6 | VOLTA | 2.7 | 72.8 | 4.36 | f 4.43 | 8.55 | | 7.00 | 12.20 |
| 13 Spur | | | | | f | 138.3 | TRENT | 2.1 | 70.1 | | | | | | |
| 86 BKWOY P | 9.00 AM | 2.35 PM | 2.10 | s 10.06 | s 1.13 | 140.4 | TO-R LOS BANOS | 1.2 | 68.0 | s 4.30 | s 4.35 | 8.40 | 3.00 PM | 6.30 AM | 12.05 AM |
| 30 Spur | | | | | f | 141.6 | ABATTO | 6.7 | 66.8 | | f | | | | |
| 56 P | 9.25 | | 2.25 | 10.16 | f 1.23 | 148.3 | AGATHA | 1.3 | 60.1 | | f 4.15 | 8.20 | 2.05 | | 11.33 PM |
| 13 Spur | | | | | f | 149.6 | BRITO | 3.4 | 58.8 | | f | | | | |
| 100 P | 10.30 | | 2.34 | 10.22 | s **1.33** | 153.0 | TO DOS PALOS | 6.8 | 55.4 | 4.13 | s 4.08 | 8.12 | **1.33** | | 11.15 |
| 43 P | 11.00 AM | | 2.46 | 10.30 | f 1.42 | 159.8 | OXALIS | 1.8 | 48.6 | 4.05 | f 3.55 | 8.00 | 12.45 | | 11.00 |
| 12 Spur | | | | | f | 161.6 | SILAXO | 4.6 | 46.8 | | f | | | | |
| 100 WP | **12.20** PM | | 2.58 | **10.37** | s 1.52 | 166.2 | TO FIREBAUGH | 4.6 | 42.2 | 3.58 | s 3.44 | 7.43 | **12.20** PM | | **10.37** |
| 46 | 12.35 | | 3.05 | 10.43 | f 1.58 | 170.8 | CROMIR | 2.0 | 37.6 | 3.52 | f 3.36 | 7.33 | 11.40 AM | | 10.08 |
| 13 Spur | | | | | f | 172.8 | ARBIOS | 1.7 | 35.6 | | f | | | | |
| 98 P | 1.00 | | 3.10 | 10.47 | s 2.06 | 174.5 | TO MENDOTA | 7.4 | 33.9 | 3.48 | s 3.31 | 7.25 | 11.30 | | 10.00 |
| 52 YP | 1.20 | | **3.39** | 10.56 | f 2.16 | 181.9 | INGLE | 2.6 | 26.5 | **3.39** | f 3.19 | 7.10 | 10.25 | | 9.45 |
| 49 P | 1.30 | | 3.48 | 10.59 | f 2.20 | 184.5 | JAMESAN | 0.5 | 23.9 | 3.36 | f 3.15 | 7.05 | 10.15 | | 9.40 |
| 9 Spur | | | | | | 185.0 | BUTTON | 8.0 | 23.4 | | | | | | |
| 47 BKWOY P | 1.55 / 3.04 | | 4.10 AM | 11.09 | s 2.35 | 193.0 | TO-R KERMAN | 3.2 | 15.4 | 3.26 | s **3.04** | 6.45 AM | 9.40 | | 9.20 PM |
| 13 Spur | | | | | f | 196.2 | RUGG | 0.5 | 12.2 | | f | | | | |
| 55 | 3.20 | | | | f 2.40 | 196.7 | FLOYD | 1.8 | 11.7 | | f | | 8.35 | | |
| 47 P | 3.28 | | | 11.15 | f 2.43 | 198.5 | ROLINDA | 2.3 | 9.9 | 3.20 | f 2.56 | | 8.20 | | |
| 236 Spur P | | | | | | 200.8 | KEARNEY | 1.0 | 7.6 | | | | | | |
| 23 Spur Y | | | | | f | 201.8 | NEVILLS | 0.7 | 6.6 | | f | | | | |
| 47 P | 3.45 | | | 11.20 | f **2.50** | 202.5 | PRATTON | 1.2 | 5.9 | 3.15 | f **2.50** | | 8.00 | | |
| 9 Spur | | | | | | 203.7 | FORSEY | 1.6 | 4.7 | | | | | | |
| 18 Spur | | | | | | 205.3 | CRAYOLD | 3.1 | 3.1 | | | | | | |
| Term. Yard BKWOTYP | 4.30 PM | | | 11.35 PM | s 3.10 PM | 208.4 | TO-R FRESNO | | 0.0 | 3.00 AM | 2.35 PM | | 7.40 AM | | |
| | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | | (126.2) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | Leave Daily |
| | (7.30) | (7.05) | (4.00) | (2.45) | (3.50) | | Time over District | | | (2.45) | (3.55) | (4.30) | (7.20) | (7.50) | (5.20) |
| | 9.07 | 8.21 | 27.70 | 45.89 | 32.92 | | Average speed per hour | | | 45.89 | 32 22 | 24.62 | 9.27 | 7.43 | 20.74 |

Automatic Train Control (Tracy to Fresno)

No. 249 originates at Fresno Yard.
No. 250 terminates at Fresno Yard.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (Or Beyond) | From (Or Beyond) |
|---|---|---|---|---|
| 39 | Gadwall | Receive and Discharge | Any Station | Any Station |
| 40 | Gadwall | " | " | " |
| 25 | Gustine-Newman-Patterson | Discharge | | Fresno |
| 26 | Patterson-Newman-Gustine | Receive | Fresno | |

## EASTWARD — Oakdale Subdivision — WESTWARD

| Capacity of sidings in car lengths. | THIRD CLASS 306 Local Freight Leave Daily EX. SUNDAY | FIRST CLASS 158 Passenger Leave SUNDAY ONLY | 154 Mixed Leave Daily EX. SUNDAY | 152 Passenger Leave Daily EX. SUNDAY | Distance from San Francisco via Niles | | Time Table No. 46 June 15, 1930 STATIONS | Distance from Merced | FIRST CLASS 151 Passenger Arrive Daily EX. SUNDAY | 157 Passenger Arrive SUNDAY ONLY | 153 Mixed Arrive Daily EX. SUNDAY | THIRD CLASS 305 Local Freight Arrive Daily EX. SUNDAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Yard BKWOITYP | 4.00AM | 11.30AM | 11.40AM | 11.30AM | 90.9 | TO-R | STOCKTON<br>W. P. Crossing<br>C. C. T. Co. Crossing<br>5.1 | 72.0 | s 10.05AM | s 10.05AM | s 2.50PM | 9.30PM |
| 8 Spur | | | f | f | 96.0 | | ORFORD<br>0.7 | 66.9 | f | f | f | |
| 8 Spur | 4.18 | f 11.44 | f 11.55AM | f 11.44 | 96.7 | | CHARLESTON<br>1.0 | 66.2 | f 9.55 | f 9.55 | f 2.30 | 9.10 |
| 4 Spur | | | | | 97.7 | | SIBLEY<br>0.6 | 65.2 | | | | |
| 13 Spur | | f | f | f | 98.3 | | WALTHALL<br>2.3 | 64.6 | f | f | f | |
| 8 Spur | 4.33 | f 11.49 | f 12.05PM | f 11.49 | 100.6 | | HOLDEN<br>3.2 | 62.3 | f | f | f 2.20 | 8.55 |
| 30 WYP | 4.46 | s 11.54AM | s 12.15PM | s 11.54AM | 103.8 | R | PETERS<br>4.4 | 59.1 | f 9.45 | f 9.45 | 2.10PM | 8.40 |
| 14 P | 5.10 | s 12.01PM | | s 12.01PM | 108.2 | TO | FARMINGTON<br>3.3 | 54.7 | s 9.38 | s 9.38 | | 8.10 |
| 10 Spur | | f | | f | 111.5 | | GOTRI<br>2.6 | 51.4 | f | f | | |
| 24 | 5.30 | f 12.10 | | f 12.10 | 114.1 | | COMETA<br>2.6 | 48.8 | f | f | | 7.45 |
| 25 P | 5.50 | s 12.15 | | s 12.15 | 116.7 | | VALLEY HOME<br>3.9 | 46.2 | f 9.24 | f 9.24 | | 7.30 |
| 23 Spur | | f | | f | 120.6 | | ADELA<br>1.8 | 42.3 | f | f | | |
| 51 WP | 6.15AM | s 12.35 | | s 12.25<br>12.50 | 122.4 | TO-R | OAKDALE<br>A. T. & S. F. Crossing<br>3.9 | 40.5 | 9.15<br>s 9.00 | s 9.15 | | 7.00PM |
| 52 | | f 12.45 | | f 1.05 | 126.3 | | CLARIBEL<br>6.1 | 36.6 | f 8.50 | f 8.59 | | |
| 57 P | | s 12.55 | | s 1.30 | 132.4 | TO | WATERFORD<br>1.6 | 30.5 | s 8.38 | s 8.50 | | |
| 47 P | | s 1.00 | | s 1.40 | 134.0 | | HICKMAN<br>5.8 | 28.9 | s 8.18 | s 8.46 | | |
| 40 WP | | s 1.13 | | s 2.10 | 139.8 | | MONTPELLIER<br>6.2 | 23.1 | s 8.00 | s 8.37 | | |
| 49 P | | f 1.22 | | f 2.35 | 146.0 | | RYER<br>1.5 | 16.9 | f 7.36 | f 8.27 | | |
| 3 Spur | | | | | 147.5 | | BASEL<br>1.3 | 15.4 | | | | |
| 10 P | | f 1.28 | | f 2.45 | 148.8 | | ARUNDEL<br>3.7 | 14.1 | f 7.30 | f 8.23 | | |
| 49 P | | f 1.36 | | f 3.00 | 152.5 | | AMSTERDAM<br>4.7 | 10.4 | f 7.22 | f 8.17 | | |
| 9 Spur | | f | | f | 157.2 | | NAIRN<br>1.0 | 5.7 | f | f | | |
| 16 P | | f | | f | 158.2 | | FERRIN<br>1.7 | 4.7 | f | f | | |
| 39 Spur | | f | | f | 159.9 | | BATTURS<br>1.2 | 3.0 | f | f | | |
| I | | | | | 161.1 | | A. T. & S. F. Crossing<br>1.8 | 1.8 | | | | |
| BKWOT P | | s 1.55PM | | s 3.30PM | 162.9 | TO-R | MERCED | 0.0 | 7.00AM | 8.00AM | | |
| | Arrive Daily EX. SUNDAY | Arrive SUNDAY ONLY | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | | | (72.0) | | Leave Daily EX. SUNDAY | Leave SUNDAY ONLY | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY |
| | (2.15) 14.00 | (2.25) 29.80 | (0.35) 22.10 | (4.00) 18.00 | | | ..........Time over District..........<br>........Average speed per hour........ | | (3.05) 23.35 | (2.05) 34.56 | (0.40) 14.35 | (2.30) 12.60 |

Nos. 151 and 152 Mixed Trains between Oakdale and Merced.

## EASTWARD — Merced Subdivision — WESTWARD

| Capacity of sidings in car lengths. | Distance from San Francisco via Antioch | Time Table No. 46 June 15, 1930 STATIONS | Distance from Dairyland |
|---|---|---|---|
| 40 WP | 168.2 | CHOWCHILLA<br>4.4 | 10.1 |
| 9 | 172.6 | ASH<br>1.5 | 5.7 |
| 3 Spur | 174.1 | OVEJA<br>1.2 | 4.2 |
| 3 | 175.3 | TILLMAN<br>1.9 | 3.0 |
| 5 Spur | 177.2 | PLAINS<br>1.1 | 1.1 |
| 9 | 178.3 | DAIRYLAND | 0.0 |

Service performed by Extra Trains only.

## EASTWARD — Oakdale Subdivision — WESTWARD

| Capacity of sidings in car lengths. | FIRST CLASS 154 Mixed Leave Daily EX. SUNDAY | Distance from San Francisco via Niles | | Time Table No. 46 June 15, 1930 STATIONS | Distance from Milton | SECOND CLASS 153 Mixed Arrive Daily EX. SUNDAY |
|---|---|---|---|---|---|---|
| 30 WYP | 12.15PM | 103.8 | R | PETERS<br>5.7 | 11.5 | s 2.10PM |
| 7 | f 12.34 | 109.5 | | WAVERLY<br>5.8 | 5.8 | f 1.50 |
| 4 TP | s 12.55PM | 115.3 | TO-R | MILTON | 0.0 | 1.30PM |
| | Arrive Daily EX. SUNDAY | | | (11.5) | | Leave Daily EX. SUNDAY |
| | (0.40) 17.25 | | | ........Time over District........<br>........Average speed per hour........ | | (0.40) 17.25 |

## EASTWARD — Los Banos Subdivision — WESTWARD

| Capacity of sidings in car lengths. | SECOND CLASS 242 Fresno Mdse. Freight Leave Daily | Distance from San Francisco via Antioch | | Time Table No. 46 June 15, 1930 STATIONS | Distance from Biola Jct. | THIRD CLASS 245 Tracy Freight Arrive Daily | 241 Tracy Freight Arrive Daily |
|---|---|---|---|---|---|---|---|
| 125 BKWOYP | 4.30AM | 193.0 | TO-R | KERMAN<br>7.5 | 15.6 | 6.30AM | 9.00PM |
| 8 P | 4.55 | 200.5 | TO | BIOLA<br>1.5 | 8.1 | 6.05 | 8.35 |
| 3 | | 202.0 | | TRUMAN<br>2.0 | 6.6 | | |
| 5 | | 204.0 | | EVERTS<br>2.0 | 4.6 | | |
| 5 | | 206.0 | | WEST ACRES<br>2.6 | 2.6 | | |
| P | 5.15AM | 208.6 | R | BIOLA JUNCTION | 0.0 | 5.45AM | 8.15PM |
| | Arrive Daily | | | 15.6 | | Leave Daily | Leave Daily |
| | (0.45) 20.80 | | | | | (0.45) 20.80 | (0.45) 20.80 |

## EASTWARD — Lathrop Subdivision — WESTWARD

| Capacity of sidings in car lengths. | SECOND CLASS 172 Mixed, Leave Daily EX. SUNDAY | Distance from San Francisco via Niles | | Time Table No. 46, June 15, 1930 — STATIONS | Distance from Kentucky House | SECOND CLASS 173 Mixed, Arrive Daily EX. SUNDAY |
|---|---|---|---|---|---|---|
| BKWOY P | 11.55 AM | 103.3 | TO-R | LODI | 39.3 | s 9.30 AM |
| | | | | 1.8 | | |
| | | 105.1 | | C. C. T. Co. Crossing | 37.5 | |
| | | | | 0.1 | | |
| 8 Spur | | 105.2 | | FRANKLYN | 37.4 | |
| | | | | 1.9 | | |
| 30 P | f | 107.1 | | VICTOR | 35.5 | f |
| | | | | 3.6 | | |
| 22 P | f 12.30 PM | 110.7 | TO | LOCKEFORD | 31.9 | f 8.50 |
| | | | | 4.0 | | |
| 22 WP | s 12.55 | 114.7 | TO | CLEMENTS | 27.9 | s 8.25 |
| | | | | 6.1 | | |
| 30 | s 1.15 | 120.8 | | WALLACE | 21.8 | s 8.03 |
| | | | | 5.6 | | |
| 14 | s 1.35 | 126.4 | | HELISMA | 16.2 | s 7.45 |
| | | | | 2.9 | | |
| | f | 129.3 | | NORVAL | 13.3 | f |
| | | | | 0.9 | | |
| 19 WTP | s 1.55 PM | 130.2 | TO-R | VALLEY SPRING | 12.4 | 7.30 AM |
| | | | | 4.5 | | |
| 9 P | | 134.7 | | TOYON | 7.9 | |
| | | | | 4.3 | | |
| 12 P | | 139.0 | | MACNIDER | 3.6 | |
| | | | | 3.6 | | |
| 52 | | 142.6 | R | KENTUCKY HOUSE | 0.0 | |
| | Arrive Daily EX. SUNDAY | | | (39.3) | | Leave Daily EX. SUNDAY |
| | (2.00) | | | Time over District | | (2.00) |
| | 13.45 | | | Average speed per hour | | 13.45 |

## EASTWARD — Lathrop Subdivision — WESTWARD

| Capacity of sidings in car lengths. | SECOND CLASS 130 Mixed, Leave Daily EX. SUNDAY | Distance from San Francisco via Niles | | Time Table No. 46, June 15, 1930 — STATIONS | Distance from Ione | SECOND CLASS 131 Mixed, Leave Daily EX. SUNDAY |
|---|---|---|---|---|---|---|
| BKWOY P | 12.30 PM | 111.7 | TO-R | GALT | 27.1 | s 9.05 AM |
| | | | | 5.0 | | |
| 16 | f 12.45 | 116.7 | | C. C. T. Co. Crossing VANSTOW | 22.3 | f 8.40 |
| | | | | 5.3 | | |
| 18 P | f 1.00 | 122.0 | | CLAY | 16.8 | f 8.15 |
| | | | | 10.3 | | |
| 34 P | s 1.25 | 132.3 | | CARBONDALE | 6.5 | s 7.35 |
| | | | | 0.7 | | |
| 13 | f | 133.0 | | LIGNITE | 5.8 | f |
| | | | | 1.8 | | |
| 5 Spur | | 134.8 | | EDWIN | 4.0 | |
| | | | | 0.4 | | |
| 19 Spur | f | 135.2 | | CLARKSONA | 3.6 | f |
| | | | | 2.5 | | |
| 13 Spur | f | 137.7 | | DAGON | 1.1 | f |
| | | | | 1.1 | | |
| 31 WTY P | s 2.00 PM | 138.8 | TO-R | IONE | 0.0 | 7.05 AM |
| | Arrive Daily EX. SUNDAY | | | (27.1) | | Leave Daily EX. SUNDAY |
| | (1.30) | | | Time over District | | (2.00) |
| | 18.06 | | | Average Speed per Hour | | (13.55) |

## EASTWARD — Lathrop Subdivision — WESTWARD

| Capacity of sidings in car lengths. | SECOND CLASS 170 Mixed, Leave Daily EX. SUNDAY | Distance from San Francisco via Niles | | Time Table No. 46, June 15, 1930 — STATIONS | Distance from Woodbridge | THIRD CLASS 171 Mixed, Arrive Daily EX. SUNDAY |
|---|---|---|---|---|---|---|
| BKWOY P | 9.55 AM | 103.3 | TO-R | LODI | 2.5 | s 10.35 AM |
| | | | | C. C. T. Co. Crossing | | |
| | | | | 2.5 | | |
| 8 | s 10.10 AM | 105.8 | R | WOODBRIDGE | 0.0 | 10.20 AM |
| | Arrive Daily EX. SUNDAY | | | (2.5) | | Leave Daily EX. SUNDAY |
| | (0.15) | | | Time over District | | (0.15) |
| | 10.00 | | | Average speed per hour | | 10.00 |

## EASTWARD — Merced Subdivision — WESTWARD

| Capacity of sidings in car lengths. | SECOND CLASS 166 Mixed, Leave Tues., Thurs., Sat. | Distance from San Francisco via Antioch | | Time Table No. 46, June 15, 1930 — STATIONS | Distance from Raymond | THIRD CLASS 167 Mixed, Arrive Tues., Thurs., Sat. |
|---|---|---|---|---|---|---|
| WTO P | 10.30 AM | 176.5 | TO-R | BERENDA | 20.9 | s 2.10 PM |
| | | | | 3.3 | | |
| I | | 179.8 | | A. T. & S. F. Crossing | 17.6 | |
| | | | | 4.0 | | |
| 17 | f 10.50 | 183.8 | | TALBOT | 13.6 | f 1.47 |
| | | | | 4.1 | | |
| 22 | f 11.05 | 187.9 | | DAULTON | 9.5 | f 1.30 |
| | | | | 2.9 | | |
| 2 Spur | f | 190.8 | | JESBEL | 6.6 | f |
| | | | | 4.2 | | |
| 13 | f 11.30 | 195.0 | | HERBERT | 2.4 | f |
| | | | | 1.2 | | |
| | f | 196.2 | R | KNOWLES JCT. | 1.2 | f 1.00 |
| | | | | 1.2 | | |
| 22 WTP | s 11.45 AM | 197.4 | TO-R | RAYMOND | 0.0 | 12.15 PM |
| | Arrive Tues., Thurs., Sat. | | | (20.9) | | Leave Tues., Thurs., Sat. |
| | (1.15) | | | Time over District | | (1.55) |
| | 16.72 | | | Average speed per hour | | 10.90 |

## EASTWARD — Merced Subdivision — WESTWARD

| Capacity of sidings in car lengths. | SECOND CLASS 162 Freight, Leave Tues., Thurs., Sat. | Distance from San Francisco via Antioch | | Time Table No. 46, June 15, 1930 — STATIONS | Distance from Knowles | THIRD CLASS 163 Freight, Arrive Tues., Thurs., Sat. |
|---|---|---|---|---|---|---|
| | 12.20 PM | 196.2 | R | KNOWLES JCT. | 2.3 | 1.00 PM |
| | | | | 2.1 | | |
| 68 Spur | | 198.3 | | HILLSIDE | 0.2 | |
| | | | | 0.2 | | |
| | 12.30 PM | 198.5 | R | KNOWLES | 0.0 | 12.50 PM |
| | Arrive Tues., Thurs., Sat. | | | (2.3) | | Leave Tues., Thurs., Sat. |
| | (0.10) | | | Time over District | | (0 10) |
| | 13.80 | | | Average speed per hour | | 13.80 |

# SPECIAL INSTRUCTIONS.

# "SAFETY"

**RULE 2.** The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco

| | | | |
|---|---|---|---|
| **Tracy** | Von Dack and Son | Los Banos | J. F. Muth |
| **Stockton, C. Mantele** | 129 N. Sutter St. | Fresno | **Bert Fuller, 1241** Fulton St. |
| **Lodi** | Ralph M. Thomas | Madera | R. A. Bay |
| **Sacramento** | **H. T. Harger, 1022 K St.** | Merced | R. C. Haun |
| **Roseville** | H. T. Harger | Modesto | W. P. Shoemake |
| | | Turlock | D. F. Hall |

**RULE 14** (d) As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

Merced..........Trains on Oakdale Subdivision.
Fresno...........Trains on Los Banos Subdivision.
Biola Jct.........Trains on Los Banos Subdivision

**RULE 14** (e). As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

Galt.............Trains on Ione Branch
Lodi.............Trains on Valley Spring and Woodbridge Branches
Stockton.........Trains on Oakdale Subdivision
Peters...........Trains on Milton Branch
Lathrop..........Trains on Merced Subdivision
Tracy............Trains on Los Banos Subdivision
Berenda..........Trains on Raymond Branch
Kerman...........Trains on Biola Branch
Ingle............Trains on Riverdale Branch

**RULE 33.** When crossing flagmen find it necessary to leave their post of duty for a short time and no special device is provided, they will display a yellow flag by day and yellow light by night, which will indicate to train and enginemen that crossing usually protected by flagman, is temporarily without protection, and train and enginemen will be governed accordingly.

**RULE S-72.** Westward trains are superior to trains of the same class in the opposite direction.

**RULE 83.** Westward trains arriving Stockton Tower No. 4 will continue to Stockton Station irrespective of Time Table superiority moving with current of traffic.

**RULE 83** (A.) Extra trains will register at Stockton, Lathrop and Merced.

At the following stations, only trains indicated will register: Fresno Yard, Madera, Berenda, Turlock, Modesto, Kerman and Los Banos—trains originating and terminating.

Peters————Nos. 153 and 154.

**RULE 83** (B.) At open train order offices, trains may register by ticket as follows:

Lathrop..........All trains on Lathrop Subdivision.
Merced..........All trains except those originating and terminating.

**RULE 83** (D.) Trains must obtain a clearance before leaving Stockton and Merced.

**RULE 93.** Yard limits are defined by yard limit signs at the following stations:

| | | | | |
|---|---|---|---|---|
| Tracy | Galt | Merced | Los Banos | Valley Spring |
| Lathrop | Brighton | Kentucky House | Kerman | Ione |
| Stockton | Modesto | Madera | Oakdale | Raymond |
| Lodi | Turlock | Fresno | | |

**Fresno**—Between Calwa Tower and Clinton Ave. trains and yard engines may move with current of traffic irrespective of time table superiority, using every precaution to avoid delaying passenger trains.

Section of single track between Divisadero St. and Clinton Ave. is operated and controlled by manual block. Trains and yard engines must not pass Divisadero St. or Clinton Ave. until given proceed signal by switch tenders, green flag by day and green light by night.

Trains entering Yard from Merced and Kerman Lines will be governed by green signal from herder.

Trains entering or leaving through passenger station tracks designated below will not pass Merced or Kern Streets without signal from yardman.

Main Track—Depot No. 1—Depot No. 2—Depot No. 3—Depot No. 4—Back Lead.

A first class westward train which does not reach Fresno Yard within 15 minutes from its leaving time as registered at Fresno, must run expecting to find a train moving ahead of it, Fresno Yard to Madera.

**RULE D-97** (A.) On double track between Tracy and Stockton Tower No. 4, trains may run extra, moving with the current of traffic without running orders.

**RULE 98.** Trains must stop before proceeding over A. T. & S. F. R. R. crossing at Oakdale.

**RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:**

**Tracy**................West end for Martinez line.
East end for Lathrop Subdivision.
**Lathrop**.............Junction switches for both ends of yard for Lathrop Subdivision.
East end of east and west legs of wye on Merced Subdivision for west leg of wye.
Outside wye, east leg for Lathrop Subdivision; east and west legs to be used as main tracks for Merced Subdivision.
**Lodi**.................Woodbridge Branch, for Lathrop Subdivision.
Valley Spring Branch, for siding on Lathrop Subdivision.
**Galt**..................Ione Branch, for non-controlled siding, Lathrop Subdivision.
**Ingle**.................Riverdale Branch, for siding on Los Banos Subdivision.
**Kerman**.............Armona Branch, for main track Los Banos Subdivision.
Biola Branch for Kerman Fresno main track.
**Merced**.............Oakdale Subdivision for main track Merced Subdivision.
**Berenda**............Raymond Branch, for main track Merced Subdivision.
**Biola Junction**.......Los Banos Subdivision, for main track Merced Subdivision.
**Peters**...............Milton Branch, for Stockton Oakdale main track.

**RULE 509.** When a block signal in advance of facing point oil buffer spring switch indicates stop, careful examination of switch must be made before passing over it.

**RULE 516. OVERLAPS** are located at

**Manteca**..............Eastward trains, 2,300 feet west of east switch.
**Floyd**..................Eastward trains, 1,500 feet west of east switch.

## TRAIN AND AIR INSPECTION

**RULE 827.** (1) All retainers must be turned up on westward freight and mixed trains between Toyon and point one-half mile east of Valley Spring, and between Norval and Helisma.

(2) On freight trains, when conditions are favorable and in the judgment of conductor it is safe to do so, run may be made without stopping for inspection from one water stop to the next water stop except that a distance of seventy (70) miles must not be exceeded between inspections.

(3) Air Brake Rule 16. On Lathrop Subdivision eastward passenger trains will make running test leaving Tracy, Lathrop and Stockton only and westward passenger trains leaving Akers, Stockton and Lathrop only.

## AUTOMATIC BLOCK SYSTEM

Switch at east end east siding at Lathrop is an oil buffer spring switch, normally lined for main track, trains leaving siding to split same.

Automatic three indication dwarf light signal 828 governs movement from east siding to eastward main track through spring switch.

Red (stop indication) will be displayed if main track is occupied between signal 818, about opposite the water tank, and signal 832, first eastward signal east of spring switch.

Yellow (caution indication) will be displayed when signal 832 displays stop indication.

When signal indicates stop, train must stop and, if movement to main track is to be made, must protect by flag on eastward main track between signal 822 and spring switch, not proceeding until it is known that there is no train between signal 822 and the spring switch, or if there be a train in that territory, that it is stopped to await the movement of train from siding. After ascertaining that movement is protected and signal still indicates stop, proceed as per Rule 509.

### TRACY YARD

The Port Costa-Niles junction switch is protected by automatic dwarf light signals Nos. 708, 709 and 710. Westward automatic dwarf light signal 709 just east of junction switch, indication as follows:

Red, Stop. Yellow, to Niles line. Green, to Port Costa line.

All train movements over crossover and puzzle switch east end Tracy yard will be governed by manual operated signals under the control of the switch tender. Eastward movements from all routes will be governed by dwarf light signals.

Westward movements from the Lathrop Subdivision are governed by a three indication high and a two indication low type searchlight signal 300 feet east of the puzzle switch. High signal governs movement on main track, low signal governs movement to hill yard or local yard.

Westward dwarf light signal located on the right of eastward track 300 feet east of puzzle switch governs westward movement over puzzle switch and cross over to all routes.

Westward movements from the Los Banos Subdivision are governed by a three arm semaphore signal. Top arm governs movement to main track, diverging route arm governs moves to hill or local yard.

Westward freight trains stopped by signal 717 located just east of State Highway crossing east of Tracy will use telephone located on this signal and call switch tender at puzzle switch and be governed by his instructions.

### CROMIR COTTON GIN TRACK M. P. 170

Movements from this track to the main track will be governed by two indication dwarf light signals 1701 and 1702 located at the derails.

Should a train or engine occupy this track with both switches closed and desire to re-enter main track, if no train is in the block, switch indicators will show clear and derail and switch may be lined for movement.

When derail is lined, dwarf light signals 1701 and 1702 will indicate red. When both switch and derail are lined and no train is in the block, signal will indicate green and movement may be made. If signal continues to indicate red, Rules 99 and 509 must be observed.

### KERMAN

Movements from Biola branch to main track through east crossover will be governed by two indication dwarf light signal 1941, located on Biola branch just east of crossover, and switch indicator located at crossover switch.

If no train is in block, switch indicator will show clear and switches may be lined for crossover.

When first switch is lined, dwarf light signal 1941 will indicate red. When both switches are lined and no train is in the block, signal 1941 will indicate green and movement may be made.

Movements from east leg of wye to main track will be governed by two-indication dwarf light signal 1938, located at derail, and switch indicator at the same point.

If no train is in the block, switch indicator will show clear and derail and switch may be lined for movement.

When derail is lined, signal 1938 will indicate red. When both derail and switch are lined and no train is in the block, signal 1938 will indicate green and movement may be made.

When signals 1938 or 1941 indicate block occupied after proper lineup has been made, rule 512-A will govern the move onto main track.

## INTERLOCKING

At all interlocking plants, when route lined up is not to be used, following signal will be sounded by Engineers: o o ——— o o.

**SAN JOAQUIN RIVER BRIDGE TOWER. San Joaquin River Bridge between Banta and Lathrop**

Limits on eastward track extend from home signal 450 feet west of west junction switch to dwarf signal 350 feet east of east junction switch; on westward track from home signal 450 feet east of east junction switch to dwarf signal 350 feet west of west junction switch.

Eastward movements on Eastward main track will be governed by a three indication signal located 450 feet west of west junction switch. Eastward movement on westward main track will be governed by dwarf signal located 350 feet west of west junction switch.

Westward movements on westward main track will be governed by a three indication signal located 450 feet east of east junction switch. Westward movement on eastward main track will be governed by dwarf signal located 350 feet east of east junction switch.

Both junction switches are oil buffer spring switches.

**FRENCH CAMP TOWER Tidewater Southern R. R. Crossing 1.6 miles east of French Camp**

Limits on Eastward track extend from home signal 750 feet west of crossing to dwarf signal 600 feet east of crossing; on westward track from home signal 600 feet east of crossing to dwarf signal 350 feet west of crossing.

Eastward movements on eastward main track will be governed by a three indication high and a two indication low signal located 750 feet west of the crossing. High signal governs main track movement, low signal governs movement thru cross over.

Eastward movements on the westward main track will be governed by a dwarf signal located 350 feet west of crossing.

Westward movements on westward main track will be governed by a three indication high and a two indication low signal located 600 feet east of the crossing. High signal governs main track movement, low signal governs movement through cross over.

Westward movements on eastward main track will be governed by dwarf signal located 600 feet east of the crossing.

Stock Yard track has a hand operated derail on which is an electric lock controlled by Signal Operator. Trains entering this track must restore switch and derail and lock same. Before leaving this track permission must be obtained from the Signal Operator and will be given in accordance with rule 628 and may be called for by the use of whistle signal 14 (j). Whistle signal for movement thru cross over will be, ——— ——— o.

Engineers on eastward trains will sound whistle signal as follows when they wish to enter or pass through this plant: ——— o.

**STOCKTON TOWER No. 2.—A. T. & S. F. Crossing, Sacramento and Taylor Streets, Stockton**

Limits on double track extend from signal bridge 800 feet west of crossing to the light signal 475 feet east of crossing on westward track and to the dwarf signal 350 feet east of crossing on eastward track.

Eastward movements on eastward main track will be governed by one-arm signal and suspended dwarf signal located directly over eastward main track on signal bridge 800 feet west of crossing. One-arm signal will govern route over crossing on eastward main track. Suspended dwarf signal will govern route over crossover just west of crossing.

Light signal 475 feet east of crossing will govern westward movements on westward main track up to crossover located 300 feet west of crossing. Three position light signal located 300 feet west of crossing governs movements through balance of plant.

Other train movements at this tower will be governed by dwarf signals.

Engineers will sound whistle signals as follows when they wish switches lined for:

Westward main track, o o ——— ———.
Eastward main track, ——— o.
Middle track, ——— o ———.
Siding, ——— ———o o.
Gauns track, o ——— o.
Houser-Haines track, o o ——— o.

One short sound of tower siren (o) will be signal for all train movements to stop.

Two short sounds repeated several times (oo oo oo) will be signal for yard and train crews to clear the plant at once.

**STOCKTON TOWER No. 3.—Western Pacific R. R. Crossing Weber Avenue and Union Street Stockton.**

Limits on main track extend from home signal 500 feet east of crossing to home signal 150 feet west of crossing.

Westward movements from Oakdale Subdivision will be governed by two-arm bracket signal on left-hand side of track; upper arm governs to passenger station, lower arm for either leg of wye.

Eastward movements from passenger station will be governed by one-arm stub bracket signal.

Movements from roundhouse will be governed by one-arm signal. Other train movements will be governed by dwarf signals.

**STOCKTON TOWER No. 4. Western Pacific R. R. Crossing .4 mile west of El Pinal**

Limits on main tracks extend from the home signals 700 feet east of crossing to

home signal 450 feet west of crossing on eastward track and to dwarf signal 200 feet west of crossing on westward track.

Westward movements on westward main track will be governed by a three indication high and a two indication low light signal 700 feet east of crossing; high signal will govern movements over crossing on westward main track, low signal will govern movement through the crossover to eastward main track.

Westward movements from the eastward main track to the westward main track will be made through the hand operated electrically locked crossover and will be governed by dwarf searchlight signal located 700 feet east of crossing on eastward track.

Trains desiring to use this line up will sound whistle signal, ——— o ———.

Westward movements on eastward main track through the plant will be governed by a semaphore dwarf signal located 450 feet east of the crossing.

Eastward movements on eastward main track will be governed by a three arm signal located 450 feet west of the crossing: Upper arm will govern movements on main track, lower arm will govern movements through the crossover to westward track.

Eastward movements on westward main track will be governed by dwarf signal located 200 feet west of crossing.

Trains making westward movements out of Armbrust spur will be governed by a two indication dwarf light signal.

Gulf Red Cedar Products Company track within the tower limits has a hand operated derail on which is an electric lock controlled by the signal operator. Trains entering this track must restore switch and derail and lock same. Before leaving this track permission must be obtained from signal operator and will be given in accordance with rule 628 and may be called for by the use of whistle signal 14 (j).

When engineers wish tower operated crossover lined, they will sound whistle signal, ——— o.

**MODESTO TOWER** Tidewater Southern Railway Crossing 1.6 miles east of Modesto

Limits extend from home signal 500 feet east of crossing to home signal 500 feet west of crossing.

Eastward and westward movements will be governed by respective signals located 500 feet from crossing.

Signal operator on duty 9;00 A. M. to 6:00 P. M., daily except Sunday. No signal operator on duty on Sunday and between 6:00 P. M. and 9:00 A. M. on other days.

Signals will be left in "proceed" position when signal operator is off duty.

**LATHROP TOWER** Western Pacific R. R. Crossing .9 mile east of Lathrop on Merced Subdivision.

Limits extend from home signal 600 feet east of crossing to home signal 450 feet west of crossing.

Eastward or westward movements will be governed by respective signals located each side of crossing. Engineers of eastward trains will sound whistle signal, ——— o, when they wish to enter or pass through this plant.

**LYOTH TOWER** Western Pacific R. R. Crossing Lyoth

Limits on main track extend from home signal 650 feet east of crossing to home signal 700 feet west of crossing.

Eastward movements will be governed by two-arm stub bracket signal located about 700 feet west of crossing.

Westward movements will be governed by three-arm signal located 650 feet east of crossing; upper arm will govern movements on main track; lower arm will govern movements through crossover to interchange track.

Engineers of westward trains will sound whistle signal, ——— o, before passing eastward signal 862 between Yarmouth and Lyoth if they wish to enter siding.

Engineers of trains on siding will sound whistle signal, o ——— o, when they wish to move to main track.

**MERCED TOWER No. 1.** A. T. & S. F. R. R. Crossing 1.8 miles west of Merced on Oakdale Subdivision

Limits extend from home signal 550 feet east of crossing to home signal 550 feet west of crossing.

Eastward and westward movements will be governed by respective signals.

No signal operator on duty from 6:00 P. M. to Mid-night.

**KISMET TOWER** A. T. & S. F. R. R. Crossing Raymond Branch 3.3 miles east of Berenda

Limits extend from home signal 400 feet east of crossing to home signal 400 feet west of crossing.

Eastward and westward movements will be governed by their respective signals.

**MANUAL CONTROL SIGNALS**

When Semi-Automatic Signals at east end of Tracy Yard are inoperative, trains entering or leaving yard will be governed by Rules 628 and 663.

## MISCELLANEOUS

1.—SIDINGS.

LATHROP sidings are designated as follows:

**Westward siding** is the siding leading from the westward main track 1,500 feet east of corral and re-entering main track just east of water tank.

**Eastward siding** is the siding leaving eastward main track about opposite corral and re-entering eastward main track at extreme east end of Lathrop yard.

**Fresno siding** is the siding leaving eastward main track at extreme west end of Lathrop yard and entering Merced Subdivision main track just east of west junction switch.

**Straight leg of wye** is the track which parallels eastward main track, connecting with wye track just west of east junction switch, and with Merced Subdivision main track just east of west junction switch. This track to be left clear of cars, except upon specific instructions from Chief Train Dispatcher covering its use.

2. Westward freight trains taking water at Merced between 7:00 A. M. and 6:00 P. M. will stop east of east crossing.

3. Switching must not be performed over Main and Olive Street crossings, Turlock, between hours of 12 Noon and 1:00 P. M. All switching between these hours must be performed from west end of melon and house tracks.

4. By ordinance of the Town of Newman, it is a misdemeanor to switch the house track between Merced and Fresno Streets from five minutes before arrival to five minutes after departure of passenger trains.

5. Trains entering and leaving Tracy yard will be governed as follows:

Port Costa side, tracks 7, 8, 9, 11, 12 and 13. On incoming westward trains sufficient number of handbrakes must be set on head end and on incoming eastward trains sufficient number of handbrakes must be set on rear end to insure against train running out west end. On outgoing westward trains, after caboose is coupled to train, brakes scattered throughout train may be released but a sufficient number must be left set on head end and will not be released until engine is coupled to train. On eastward outgoing trains after the caboose is on train a sufficient number of hand brakes will be left set on rear end which will be released only after air gauge shows that engine is on and air is coupled through.

Niles side, tracks 14, 15, 16, 17 and 18. On incoming westward trains a sufficient number of hand brakes must be set on rear of train. When train is cut and head end is pulled into either 14, 15, 16 high, sufficient number of hand brakes must be set on head end of this portion of train. On incoming eastward trains a sufficient number of hand brakes must be set on head end of train. When rear of train is cut off or left standing in tracks 14, 15 or 16 high, sufficient number of hand brakes must be set on rear of train in addition to those on head end. On westward outgoing trains after caboose is on train a sufficient number of hand brakes must be left set on rear end, to be released only after air gauge shows that engine is on and air is coupled through train. If made up on track 14, 15 or 16 high, head end of train should be secured with hand brakes and not released until engine is on and air coupled through train. On eastward outgoing trains sufficient number of hand brakes must be left set on head end to be released only after engine is coupled to train. If made up on 14, 15 or 16 high, sufficient number of hand brakes must be left set on rear end of train, not to be released until engine is coupled to train and air through.

6. Engines will be turned on Santa Fe Wye at Oakdale. In doing so, engines will operate over Sierra Railway main track from Oakdale to Santa Fe Junction, being governed by current Sierra Railway timetable (copy can be secured from SP Agent), and will secure clearance from Sierra Railway operator before leaving Oakdale, during such time as operator on duty; also be governed by Special Rule No. 3, Sierra Railway timetable reading as follows:

"All trains will approach yard limits of stations shown with trains under full control, expecting to find main track obstructed. This does not give switching engines right over any train."

Every precaution for safety must be observed, flagging if conditions require.

7. Oil cars of greater capacity than 6,500 gallons must not be moved between Peters and Milton.

## SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT BETWEEN CASTLE AND MILE POST 132, BETWEEN LATHROP AND BIOLA JCT. THE MAXIMUM SPEED MUST NOT EXCEED 60 MILES PER HOUR, AND BETWEEN TRACY AND FRESNO THE MAXIMUM SPEED MUST NOT EXCEED 55 MILES PER HOUR UNLESS WATER CAPACITY OF ENGINE TENDER IS LESS THAN NINE THOUSAND GALLONS WHEN THE MAXIMUM SPEED OF 50 MILES PER HOUR MUST NOT BE EXCEEDED.

MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR, EXCEPT THAT BETWEEN CASTLE AND MILE POST 132, BETWEEN LATHROP AND BIOLA JCT. AND BETWEEN TRACY AND FRESNO THE MAXIMUM SPEED MUST NOT EXCEED 40 MILES PER HOUR.

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG. AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG., AND BETWEEN POINTS WHERE MAXIMUM SPEED IS 60 MILES PER HOUR SHALL NOT EXCEED A SPEED OF 50 MILES PER HOUR AROUND CURVES OF LESS THAN 5 DEGREES.

NO FREIGHT OR MIXED TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEGREES.

MAXIMUM ALLOWABLE SPEED OF 2-10-2 ENGINES IN PASSENGER SERVICE WILL BE AS FOLLOWS:

(a) Tangent track—45 miles per hour.

(b) Type F1 (Nos. 3600 to 3652 Incl.). Restricted to same speeds on curves as applicable to other passenger power.

(c) Type F3-F4-F5 (Nos. 3653 upward). Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive, and on curves of less than 7 degrees subject to same restrictions applicable to engines of lighter type.

MAXIMUM ALLOWABLE SPEED OF CONSOLIDATED AND MIKADO ENGINES (57 INCH DRIVERS) IN PASSENGER SERVICE WILL BE 45 MILES PER HOUR.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR SHOWN BELOW:

| Page | BETWEEN | Passenger | Motor Car | Freight |
|---|---|---|---|---|
| 2, 3, 6 | Tracy, over double slip switch at Junction of Lathrop and Los Banos Subdivisions | 10 | 10 | 10 |
| 2, 3, 6 | From the road crossing east of junction switch on Los Banos Subdivision, and end of double track on Lathrop Subdivision; to the road crossings west of station on Niles line, and on Martinez line | 10 | 10 | 10 |
| 2, 3 | San Joaquin River Draw Bridge | 10 | 10 | 10 |
| 4, 5 | West Leg of Wye leading to Fresno main track Lathrop | 30 | 30 | 20 |
| 4, 5 | East Leg outer Wye Lathrop | 15 | 15 | 15 |
| 4, 5 | Biola Jct. to Clinton Ave., Fresno | 50 | 50 | 35 |
| 4, 5 | F. T. Co. Crossing, Olive Ave., Fresno | 20 | 20 | 20 |
| 4, 5 | Clinton Ave. to North City limits | 20 | 20 | 20 |
| 4, 5 | Sugar Pine and Winery Spurs at Madera | 10 | .. | 10 |
| 4, 5 | Over Highway Crossing and Street Crossing just west of station at Livingston | 30 | 30 | 30 |
| 4, 5 | Over Tidewater Southern R. R. Crossing at Modesto Tower | 40 | 40 | 35 |
| 4, 5 | Spreckels Sugar Spur Manteca | .. | | 10 |
| 4, 5 | Over Highway Crossing east of station Manteca | 30 | 30 | 30 |
| 4, 5 | Over W. P. R. R. Crossing Lathrop Tower | 30 | 30 | 20 |
| 6 | Kearney and Timba Spurs | 10 | .. | 10 |
| 7 | Stockton and Merced via Oakdale | 45 | 45 | 30 |
| 7 | Peters and Milton | 20 | 20 | 20 |
| 7 | Peters and Milton cars in excess of 110,000 pounds net weight | .. | .. | 12 |
| 7 | Between switches at Peters | 10 | 10 | 10 |
| 8 | Galt and Ione, except as follows | 35 | 35 | 30 |
| 8 | Mile Post 125.5 to Mile Post 125.7 | 25 | 25 | 25 |
| 8 | Mile Post 126.5 to Mile Post 126.7 | 25 | 25 | 25 |
| 8 | Mile Post 127.0 to Mile Post 127.1 | 20 | 20 | 20 |
| 8 | Mile Post 131.1 to Mile Post 131.3 | 25 | 25 | 25 |
| 8 | Mile Post 132.2 to Mile Post 132.4 | 25 | 25 | 25 |
| 8 | Lodi and Woodbridge | 20 | 20 | 15 |
| 8 | Lodi & Woodbridge, 1600 Class or larger Engines | 10 | .. | 10 |
| 8 | Lodi and Mile Post 121.25 | 30 | 30 | 25 |
| 8 | Mile Post 121.25 to Mile Post 127.3 | 20 | 20 | 20 |
| 8 | Mile Post 127.3 to Mile Post 127.9 | 15 | 15 | 15 |
| 8 | Mile Post 127.9 to Kentucky House | 20 | 20 | 20 |
| 8 | Mile Post 132.3 to Mile Post 132.6 (14° curve) | 12 | 12 | 12 |
| 8 | Mile Post 135.4 to Mile Post 135.5 (14° curve) | 12 | 12 | 12 |
| 8 | Mile Post 135.9 to Mile Post 136.1 (15° curve) | 12 | 12 | 12 |
| 8 | Mile Post 137.4 to Mile Post 137.5 (14° curve) | 12 | 12 | 12 |
| 8 | Mile Post 138.0 to Mile Post 138.3 (15° curve) | 12 | 12 | 12 |
| 8 | Mile Post 139.6 to Mile Post 139.7 (15° curve) | 12 | 12 | 12 |
| 8 | Berenda and Daulton | 30 | 30 | 25 |
| 8 | Daulton and Raymond | 20 | 20 | 20 |
| 8 | Knowles and Knowles Jct | 15 | 15 | 15 |
| 7 | Biola Jct. and Kerman | 40 | 40 | 35 |
| | Into and Over Facing Point Oil Buffer Spring Switches | 15 | 15 | 15 |
| | Out of Oil Buffer Spring Switches | 25 | 25 | 25 |
| | Through Crossovers, Turnouts and Sidings | 10 | 10 | 10 |
| | Trains with engine backing up, Main Line | 25 | .. | 25 |
| | Trains with engine backing up, Branches | 15 | .. | 15 |

SPEED OF TRAINS REGULATED BY ORDINANCES THROUGH CITY LIMITS

| Page | STATION | Passenger M. P. H. | Freight M. P. H. | Engines Backing M. P. H. |
|---|---|---|---|---|
| 2, 3, 7 | Stockton | 8 | 8 | 8 |
| 2, 3, 7 | Lodi | 10 | 10 | 10 |
| 4, 5 | Madera, between Standard Oil Spur and Fresno River Bridge | 20 | 20 | 20 |
| 4, 5, 7 | Modesto, Turlock and Merced | 15 | 15 | 15 |
| 4, 5, 6 | Fresno | 15 | 15 | 15 |
| 4, 5, 6 | Fresno, along or across street crossings | 8 | 8 | 8 |
| 7 | Oakdale | 20 | 20 | 20 |

| LIGHT ENGINES | Running Forward | Running Backward |
|---|---|---|
| Switch Engine, 6-wheel connected | 20 | 20 |
| Mallet Consolidated | 25 | 25 |
| Passenger Engines (see Exception below) | 45 | 20 |
| Other Engines on Main Track | 35 | 20 |
| Other Engines on Oakdale Line | 30 | 20 |
| Other Engines on Other Lines | 20 | 12 |

Engines with main rod removed........................30 miles per hour
Engines with side rods removed........................30 miles per hour
Engines with both main and side rods removed........20 miles per hour

Where, because of curvature or other physical conditions, speed is restricted, passenger engines running light in forward motion will not exceed maximum speed allowed freight and mixed trains within such limits.

Where speed restriction on curves is above 30 miles per hour, locomotives with tenders of 7000 gals. or less capacity, except 70-R-1 and 70-SC-1, will be restricted to 30 miles per hour.

Motor cars running backward must not exceed 10 miles per hour through yards and over highway crossings.

Relief outfit must not exceed 30 miles per hour main line or 20 miles per hour on branch lines.

Speed of trains carrying locomotive crane with boom in place, must not exceed 25 miles per hour on straight track and 15 miles per hour around curves, and on branch lines must not exceed 15 miles per hour. Locomotive cranes must be handled in trains with heavy end forward. (Rule 833)

Nos. 58 and 57 reduce speed to 6 miles per hour passing stations at Manteca and Ripon, to dispatch mail. No. 58 reduce speed to 20 miles per hour passing stations at Salida, Ceres, Delhi, Livingston and Atwater to dispatch papers.

No. 26 reduce speed Saturdays to 20 miles per hour at Gustine and Dos Palos to dispatch papers.

Engines must not work over clay unloading trestles on Brickyard spur at Crayold.

# SPECIAL INSTRUCTIONS—Concluded.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

## SPEED TABLE

| Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. |
|---|---|---|---|---|---|---|---|
| 6 | 10.00 | 24 | 2.30 | 37 | 1.37 | 49 | 1.13 |
| 8 | 7.30 | 25 | 2.24 | 38 | 1.34 | 50 | 1.12 |
| 10 | 6.00 | 26 | 2.18 | 39 | 1.33 | 51 | 1.10 |
| 12 | 5.00 | 27 | 2.13 | 40 | 1.30 | 52 | 1.09 |
| 15 | 4.00 | 28 | 2.08 | 41 | 1.27 | 53 | 1.08 |
| 16 | 3.45 | 29 | 2.04 | 42 | 1.25 | 54 | 1.06 |
| 17 | 3.31 | 30 | 2.00 | 43 | 1.23 | 55 | 1.05 |
| 18 | 3.20 | 31 | 1.56 | 44 | 1.21 | 56 | 1.04 |
| 19 | 3.09 | 32 | 1.52 | 45 | 1.20 | 57 | 1.03 |
| 20 | 3.00 | 33 | 1.49 | 46 | 1.18 | 58 | 1.02 |
| 21 | 2.51 | 34 | 1.45 | 47 | 1.16 | 59 | 1.01 |
| 22 | 2.43 | 35 | 1.42 | 48 | 1.15 | 60 | 1.00 |
| 23 | 2.36 | 36 | 1.40 | | | | |

### LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

**Employes are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing these points, and that they must protect themselves from injury.**

**Bulletins may be issued from time to time referring to impaired clearances not listed below.**

### MAIN TRACKS

| Mile Post | Between | Description | Height Above Top of Rail | Side Clearance |
|---|---|---|---|---|
| 82.0 | Tracy | West Water Tank | | 6 ft. 6 in. |
| 82.2 | Tracy | East Water Tank | | 6 " 6 " |
| 78.3 | Banta-Lathrop | San Joaquin River Bridge | 19 ft. 9 in. | 7 " 2 " |
| 81.5 | Lathrop | Water Tank | | 6 " 6 " |
| 103.3 | Lodi | East Water Tank | ........ | 6 " 6 " |
| 104.3 | Lodi-Urgon | Mokelumne River Bridge | ........ | 7 " 6 " |
| 104.3 | Ripon-Salida | Stanislaus River Bridge | ........ | 7 " 6 " |
| 134.9 | Delhi-Livingston | Merced River Bridge | 21 ft. 10 in. | 7 " 6 " |
| 195.6 | Herndon | Water Tank | ........ | 6 " 6 " |
| 100.4 | Westley | Water Tank | ........ | 6 " 6 " |
| 119.5 | Newman | Water Tank | ........ | 6 " 6 " |
| 100.7 | Holden-Peters | Mormon Slough Bridge | ........ | 7 " 4 " |
| 148.5 | Ryer-Arundel | Merced River Bridge | ........ | 7 " 6 " |
| 136.7 | Clarksona-Dagon | Sutter Creek Bridge | 20 ft. 6 in. | 7 " 4¼ " |
| 114.7 | Clements | Water Tank | ........ | 6 " 6 " |
| | | **SIDE TRACKS AND SPURS** | | |
| 81.5 | Lathrop | Water Tank | ........ | 6 " 6 " |
| 92.7 | El Pinal Winery | Trolley Wires and Poles | 22 feet | 8 " |
| 110.7 | Lockeford | Corral Chute | ........ | 7 " 10 " |
| 103.3 | Lodi | R. H. Water Tank | ........ | 6 " 6 " |
| 119.5 | Newman | Water Tank | ........ | 6 " 6 " |
| 201.8 | Nevill's Spur | Packing House | ........ | 7 " 1 " |
| 126.2 | Turlock | Water Tank | ........ | 6 " 6 " |
| 183.9 | Madera Sugar Pine Mill | Warehouses and Platforms | 18 ft. | 5 " 7 " |
| | Stockton | Delta Warehouse | ........ | 8 " " |
| | Stockton | Delta Platform | ........ | 6 " |
| | Stockton | Murphy Wood Yard Gate | ........ | 7 " 3 " |
| | Stockton | Murphy Wood Yard Shed | ........ | 8 " |
| | Stockton | S. P. Co. Corral Platform | ........ | 6 " |

Following structures, Stockton, will not clear man on side of car: Girvin Warehouse, located at westerly end of Hazelton Ave.; Union Mills, Farmers' Union Milling Company and California Navigation and Imp. Co.'s Buildings on water front track Weber Ave.

To avoid hazard of impaired clearance leave no car spotted on west house track east of east end of Lathrop Freight Station. All cars left spotted on west end Lathrop team track must be at least 4 car lengths east of west switch of team track.

Also when cars are being moved through west switch to team tracks at Lathrop, cars should not be moved through east switch to west of west house track account impaired clearance.

Bridge for loading clay at Cluster will not clear high cars or man standing on loaded gondola when in loading position and trainmen must exercise care while working on this track.

Electric light brackets on sign boards paralleling team track extension to Sites warehouse at Modesto will not clear man on side of car.

Sugar beet dump at Spreckels Sugar Beet Factory Manteca and Clay dump on Brick yard spur at Crayold are uncovered and care should be exercised by trainmen while working thereon.

Gravel loading chute at Timba Pit impaired clearance, and engine or cars must not move beyond it.

Overhead ice platform and loading platform on John R. Graham spur track at Merced will not clear man on top or side of car.

## AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

| CLASS | All Steel | Steel Underframe | Wood |
|---|---|---|---|
| Baggage—60 ft. | 93,070 | ...... | ...... |
| " —66 ft. | 127,610 | ...... | ...... |
| " —70 ft. | 122,620 | ...... | ...... |
| " | ...... | 87,120 | 81,120 |
| " —(Dynamo) | 98,730 | ...... | ...... |
| Baggage and Mail,—60 ft. | 103,620 | ...... | ...... |
| " " —69 ft. | 124,760 | ...... | ...... |
| " " " —70 ft. | 129,140 | ...... | ...... |
| " " " .... | ...... | 103,590 | 99,200 |
| Baggage and Passenger | 108,675 | 112,640 | 76,320 |
| Baggage—C. M. & St. P. | 125,000 | ...... | ...... |
| Express Refr.—N. P. R. R. | ...... | 74,000 | 60,000 |
| " " —G. N. R. R. | ...... | ...... | 70,000 |
| " " —ARE No. 40-154 | ...... | 78,000 | ...... |
| " " — " " 155-224 | ...... | 89,000 | ...... |
| " " — " " 500-506 | ...... | 110,000 | ...... |
| " " — " " 1101-1175 | ...... | 85,000 | ...... |
| " " —PFE No. 500-799 | ...... | 83,000 | ...... |
| Tea and Silk | ...... | ...... | 48,180 |
| Express, Horse | 133,050 | ...... | 81,033 |
| Postal | 112,120 | ...... | ...... |
| Postal Storage—40 ft. | 74,530 | ...... | ...... |
| " " —60 ft. | 105,120 | ...... | ...... |
| Club | 146,210 | 122,300 | ...... |
| Official | 170,700 | 155,370 | 109,370 |
| " C. M. & St. P. | 141,000 | ...... | ...... |
| Chair | 100,620 | ...... | 84,740 |
| Coaches—60 ft. | 98,130 | ...... | ...... |
| " —70 ft. | 137,640 | ...... | ...... |
| " —72 ft. | 139,660 | ...... | ...... |
| " —73 ft. | 148,040 | ...... | ...... |
| " —72 ft. Interurban | 120,000 | ...... | ...... |
| " —C. M. & St. P. | 133,000 | ...... | ...... |
| " | ...... | ...... | 81,210 |
| All-Day Lunch—Chair | 105,970 | ...... | ...... |
| " " —Coach | 103,875 | ...... | ...... |
| Cafe-Coach | ...... | ...... | 117,200 |
| Diner—70 ft. | ...... | 135,930 | 131,040 |
| " —72 ft. | 155,330 | 146,930 | 134,530 |
| " —77 ft. | 157,240 | 165,530 | ...... |
| " —79 ft. | 169,100 | ...... | ...... |
| Cafe-Observation | 148,950 | ...... | 128,550 |
| Observation | ...... | 141,870 | 121,300 |
| Pullman—Observation | 163,600 | 153,000 | ...... |
| " —Parlor | 155,600 | 147,500 | ...... |
| " —Standard Sleeper | 164,600 | 144,000 | ...... |
| " —Tourist | 140,600 | 133,000 | ...... |
| C. M. & St. P.—Tourist Sleeper | 141,000 | ...... | ...... |
| Rail Car—Gas and Electric | 143,360 | ...... | ...... |
| " "—McKeen—55 ft. | 64,140 | ...... | ...... |
| " — " —70 ft. | 71,530 | ...... | ...... |
| Observation (Open Top) | ...... | ...... | 62,000 |

## COMPANY SURGEONS

| LOCATION | NAME | TITLE |
|---|---|---|
| San Francisco. | Dr. W. B. Coffey | Chief Surgeon |
| Sacramento. | Dr. A. M. Henderson | Division Surgeon |
| Sacramento. | Dr. G. L. Stevenson | District Surgeon |
| Sacramento. | Dr. J. Roy Jones | Aurist |
| Sacramento. | Dr. E. C. Turner | Oculist |
| Elk Grove. | Dr. H. Beattie | District Surgeon |
| Galt. | Dr. J. T. Christian | District Surgeon |
| Ione | Dr. Hugo Childress | District Surgeon |
| Stockton. | Dr. B. J. Powell | Oculist and Aurist |
| Stockton. | Dr. D. R. Powell | Assistant Oculist and Aurist |
| Stockton. | Dr. James P. Hull | District Surgeon |
| Stockton. | Dr. Ellis Harbert | District Surgeon |
| Lodi. | Dr. R. A. Buchanan | District Surgeon |
| Lodi. | Dr. H. A. Morel | Assistant District Surgeon |
| Woodbridge. | Dr. S. R. Arthur | Emergency Surgeon |
| Lockeford. | Dr. N. R. Barbour | Emergency Surgeon |
| Oakdale. | Dr. F. W. McKibbon | District Surgeon |
| Manteca. | Dr. H. W. Kidy | Emergency Surgeon |
| Manteca | Dr. L. E. Tretheway | Emergency Surgeon |
| Ripon. | Dr. H. B. Stewart | Emergency Surgeon |
| Modesto. | Dr. E. R. McPheeters | District Surgeon |
| Modesto. | Dr. Hugh E. Smith | Assistant District Surgeon |
| Ceres. | Dr. F. K. Lord | Emergency Surgeon |
| Turlock. | Dr. J. L. Collins | District Surgeon |
| Livingston. | Dr. Chas. L. Garvin | District Surgeon |
| Atwater. | Dr. W. C. Cotton | District Surgeon |
| Merced. | Dr. E. R. Fountain | District Surgeon |
| Chowchilla. | Dr. H. G. Martin | Emergency Surgeon |
| Madera. | Dr. D. H. Ransome | District Surgeon |
| Madera. | Dr. R. R. Dearborn | District Surgeon |
| Fresno | Dr. J. D. Morgan | District Surgeon |
| Fresno. | Dr. Chas. A. James | Assistant District Surgeon |
| Fresno. | Dr. D. H. Trowbridge | Oculist and Aurist |
| Kerman | Dr. J. C. Drake | District Surgeon |
| Tracy. | Dr. A. R. Powers | District Surgeon |
| Patterson. | Dr. A. M. Field | District Surgeon |
| Newman. | Dr. H. V. Armistead | District Surgeon |
| Gustine. | Dr. A. W. Gustafson | Emergency Surgeon |
| Los Banos. | Dr. L. R. Hillyer | District Surgeon |

Emergency surgeons should only be summoned for temporary treatment when prompt attention is required, and when patients cannot be sent to or await arrival of Division or District Surgeon.

Stretchers

Tracy, Stockton, Lodi, Galt, Berenda, Merced, Modesto, Kerman, Los Banos

Tracy Relief Outfit. Tracy Club House.

### HOSPITALS

General Hospital........San Francisco.
Southern Pacific Hospital........Sacramento.
Southern Pacific Hospital........West Oakland.

## RATINGS OF LOCOMOTIVES—STOCKTON DIVISION

In M's of 1,000 pounds back of Tender. Revised April 28, 1930.

| Nominal Class | Official Class | ENGINE NUMBERS | Boiler Pressure | TRACY and FRESNO TRACY and BRIGHTON LATHROP and FRESNO | STOCKTON and MERCED via OAKDALE LINE |
|---|---|---|---|---|---|
| E-23 | E-73 20/24 101S | 1433 to 1458 | 190 | 3300 | 2300 |
| E-24 | E-69 18/26 74 | 1459 to 1469, 1482 | 165 | 2600 | 1800 |
| E-25 | E-69 18/26 72 | 1472 | 160 | 2500 | 1700 |
| E-27 | E-73 20/26 113S | 1526 to 1540 | 210 | 4050 | 2800 |
| M-4 | M-63 20/28 126 | 1615 to 1719 | 190 | 4300 | 2950 |
| M-4 | M-63 20/28 135S | | | | |
| M-8 | M-63 21/28 159S | 1720 to 1724, 1770 to 1779 | 200 | 5250 | 3650 |
| M-6 | M-63 21/28 150S | 1725 to 1769, 1780 to 1803 | | | |
| M-9 | M-63 21/28 150S | 1804 to 1822 | 210 | 5500 | 3850 |
| M-9 | M-63 21/28 156S | 1826, 1827 | | | |
| T-2 | T-63 19/24 105 | 2221 to 2230 | 160 | 2850 | 1950 |
| T-1 | T-63 20/26 112 | 2235 to 2273 | 180 | 3800 | 2650 |
| T-25 | T-69 20/28 134 | 2275 to 2280 | 200 | 4250 | 2950 |
| T-26 | T-69 21/28 152S | 2283 to 2300 | 200 | 4850 | 3350 |
| T-23 | T-63 21/28 148S | 2301 to 2310 | 210 | 5550 | 3850 |
| T-23 | T-63 21/28 145SF | | | | |
| T-28,31 | T-63 22/28 162S | 2311 to 2362 | 210 | 6050 | 4200 |
| T-32 | T-69 23/28 174S | 2363 to 2370, 2372 to 2384 | 210 | 6200 | 4300 |
| T-40 | T-69 23/28 197SF | 2371 | | | |
| P-1-3-5 | P-77 22/28 141S | 2400 to 2452, 2459, 2460 | 210 | 4950 | 3400 |
| P-1 | P-77 22/28 152SF | | | | |
| P-1 | P-77 22/28 160/B-54S | 2400 to 2427 | 210 | 5250 | 3650 |
| P-1 | P-77 22/28 163/B-54SF | | | | |
| P-4 | P-77 23/28 155/B-58SF | 2400 to 2437 | 210 | 5750 | 4000 |
| C-9, 10 | C-57 22/30-194S | 2513 to 2599, 2750, 2752 to 2860 | 210 | 6650 | 4600 |
| C-8 | C-57 22/30 192S | 2698 to 2749, 2751 | | | |
| C-5 | C-57 22/30 187S | 2624 to 2679 | | | |
| C-5 | C-57 22/30 185S | 2680 to 2693 | | | |
| C-5 | C-57 22/30 180 | 2624 to 2679 | 200 | 5950 | 4100 |
| C-5 | C-57 22/30 178 | 2680 to 2693 | | | |
| A-6 | A-81 22/28 127/B-64SF | 3000 to 3003 | 210 | 4750 | 3250 |
| A-3 | A-81 20/28 112S | 3025 to 3040, 3042 to 3071 | 210 | 3950 | 2650 |
| A-3 | A-81 20/28 116SF | | | | |
| A-3 | A-81 20/28 116/B-59S | 3025 to 3040, 3042 to 3071 | 210 | 4200 | 2900 |
| A-3 | A-81 20/28 120/B-64SF | | | | |
| MK-2, 4 | MK-57 23¾/30 206S | 3200 to 3240 | 210 | 7800 | 5400 |
| MK-2, 4 | MK-57 23¾/30 206SF | | | | |
| MK-5, 6 | MK-63 26/28 210S | 3241 to 3277 | 200 | 8000 | 5800 |
| MK-5, 6 | MK-63 26/28 210SF | | | | |
| F-4, 5 | F-63 29½/32 306/B-61SF | 3668 to 3763 | 200 | 11000 | 8000 |
| F-5 | F-63 29½/32 306/B-62SF | 3764 to 3768 | | | |
| Allowance for Empty and Underloaded Cars—Ms. | | Less than 40 Ms | | 6 | 6 |
| | | 40 to 50 Ms | | 3 | 3 |
| | | More than 50 Ms | | 0 | 0 |

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine; "E"—Eight-wheelers; "TW"—Twelve-wheelers; "M"—Moguls; "T"—Ten-wheelers; "P"—Pacific Type; "Mk"—Mikado

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

### TRAINMASTERS

O. S. YORK........Tracy
B. S. BAUMANN........Tracy
A. J. FERRARA (Asst. Trainmaster)........Tracy

### ASSISTANT CHIEF TRAIN DISPATCHERS

C. W. KAY........Stockton
C. R. RICE........Stockton

### CHIEF TRAIN DISPATCHER

M. A. MICHELSON........Stockton

### ROAD FOREMAN OF ENGINES

W. C. DAVIS........Tracy

L. R. SMITH, Assistant Superintendent

MAP
OF THE
STOCKTON DIVISION
SOUTHERN PACIFIC COMPANY
JANUARY, 1920
JFM
SCALE OF MILES
0 5 10 15 20
REVISED, JAN. 1, 1929
JULY 15, 1929
JAN. 1, 1930
FEB. 13, 1930
STOCKTON AND VICINITY.
SCALE:
MILES
CALIFORNIA
PLACER
EL DORADO
AMADOR
ALPINE
MONO
SACRAMENTO
CALAVERAS
STANISLAUS
TUOLUMNE
SAN JOAQUIN
MARIPOSA
MERCED
MADERA
FRESNO
SANTA CLARA
SAN BENITO
STANISLAUS NATIONAL FOREST
YOSEMITE NATIONAL PARK
SIERRA NATIONAL FOREST
HETCH HETCHY VALLEY
SACRAMENTO
STOCKTON
TRACY
LODI
GALT
MODESTO
TURLOCK
MERCED
MADERA
FRESNO
LOS BANOS
NEWMAN
OAKDALE
SONORA
JAMESTOWN
ANGELS
PLACERVILLE
FOLSOM
ROSEVILLE
AUBURN
IONE
JACKSON
MILTON
PETERS
LATHROP
RAYMOND
KNOWLES
EL PORTAL
LA GRANGE DAM
MELONES DAM
PARDEE DAM
STOCKTON DAM
DON PEDRO DAM
CALAVERAS GROVE
PANOCHE HILLS
GLAUCOPHANE RIDGE